

EXISTING CONDITIONS

Prepared: February 27, 2006

Introduction:

In late 2004, the Board of Supervisors requested that a task force be formed to address issues along the Route 50 corridor and make recommendations that would help create an attractive gateway to Loudoun County. This gateway was intended to recognize and strengthen the area's heritage and cultural resources, promote economic development and tourism, and contain development, transportation, and infrastructure improvements that are tailored to the unique and pressing needs of the area.

The Route 50 Task Force consisted of members from various organizations including the County's Economic Development Commission, the Loudoun Convention and Visitors Association, the Metropolitan Washington Airports Authority, property owners, area residents, developers and representatives of heritage and cultural resources groups (*see Attachment 1: Segment/Working Group Participants*). The task force functioned as a committee that managed the input and recommendations of different working groups that were established by geographic segments of the corridor and by topic or issue.

The Route 50 Task Force submitted their final report to the Board of Supervisors on July 19, 2005. The report recommended several tools be put in place to facilitate a change in the Route 50 corridor land use pattern, to elevate the level of architectural design quality, to the improve transportation network and to create a tourism gateway. The report recommended a Comprehensive Plan Amendment in order to facilitate a higher-end land plan. On October 18, 2005, the Board of Supervisors initiated a Comprehensive Plan Amendment for the Route 50 corridor and greater Arcola area (CPAM 2005-0007).

The purpose of this paper is to provide background information for the Comprehensive Plan Amendment, including a description of the four segments created by the Route 50 Task Force and information regarding existing conditions within the corridor area.

Description of the Segments:

Route 50 is the southern gateway to Loudoun County. Significant investment in the corridor has been limited due to the lack of central sewer and water services. Current land uses along the corridor include a variety of diverse long-term commercial and industrial activities representative of the Commercial Light Industrial (CLI) zoning district. The diverse activities include uses such as car dealerships, commercial nurseries, gas stations, convenience retail uses, sod farms, quarry operations, a church, and various contractor service establishments. Adjacent to the corridor and south of Route 50 are newer residential neighborhoods such as the Ridings at Blue Springs, Savoy Woods, Tall Cedars Estates, and the planned communities of South Riding and Stone Ridge. Additionally, a retail presence is emerging along Route 50 and in the vicinity of the planned communities of South Riding and Stone Ridge. A more detailed analysis of the existing retail sector will be discussed in a separate paper.

In order to focus discussions, the Route 50 Task Force divided the corridor into four segments (*see Attachment 2: Task Force Segment Areas Map*).

Acreage and Number of Parcels or Portions of Parcels by Segments (approximate)

	Frontage on Route 50 (miles)	Acreage (acres)	Parcels*
Segment 1	2.7	1,200	155
Segment 2	2.5	600	390
Segment 3	2.2	1,300	160
Segment 4	2.4	1,400	100
Total	9.8	4,500	805

* Parcel count is approximate because several parcels are split between two segments.

Segment 1

Segment 1 was defined by the Route 50 Task Force as the area from the Loudoun County line westward to the South Riding development on the south side of Route 50 and to Loudoun County Parkway (Route 606) on the north side of Route 50. Segment 1 is generally located south of the Washington Dulles International Airport property and north of the residential communities of South Riding, the Ridings at Blue Spring, and Blue Springs View. The portion of Segment 1 north of Route 50 contains several heavy industrial and industrial uses, including the Chantilly Crushed Stone quarry. The portion south of Route 50 contains a variety of business and retail uses as well as several small residential communities. A variety of retail uses are present in Segment 1 adjacent to Route 50, including storage facilities, gas stations, two commercial nurseries, and two kennels. The Pleasant Valley United Methodist Church, a historical landmark, is located in this segment. Approximately 409 acres in the segment, or 36% of the total acreage, are currently undeveloped.

Several major rezoning applications have been approved, but remain unbuilt, within Segment 1 including:

- East Gate I (ZMAP 2004-0020) – 193 townhouses and 206 multifamily units on 37.24 acres was approved on February 22, 2006;
- East Gate II (ZMAP 2005-0002) – Up to 62,100 square feet of office uses and up to 161,548 square feet of retail uses on 26.7 acres was approved on February 22, 2006;
- East Gate III (ZMAP 2005-0003) – 222 multifamily units on 17.54 acres was approved on February 22, 2006; and
- Townes of East Gate (ZMAP 2002-0022) – 57 single family detached and 267 townhouses on 56.72 acres was approved on October 18, 2005.

In addition, several applications have been proposed in this area which are being reviewed by the County, including:

- American Land Cycle Inc. (SPEX 2000-0026) - Proposing a stump processing facility on property zoned MR-HI;
- Ariana & Hammond Center (STPL 2005-0080) - Proposing 44,000 square foot conference and office building;
- East Gate Subdivision (SBPL 2005-0046) - Proposing 10 non-residential lots and 1 open space parcel;
- Epic at Dulles South (STPL 2005-0061) - Proposing 3 auto light and heavy service use buildings totaling 185,759 square feet on 10.66 acres;
- Holtzman Oil (SPEX 2005-0040) - Proposing 9,184 square feet of retail space (gas station and restaurant);
- Pleasant Valley Village (SPEX 2005-0047) - Proposing 75,348 square feet of retail;
- Woodburn (ZMAP 2005-0044) - Proposing 56 SFA and 90 MF units on 12.94 acres; and
- Woodburn Office Park (STPL 2005-0085) - Proposing 88,000 square feet of flex office space.

Segment 2

Segment 2 consists of properties on the south side of Route 50 from Poland Road from the eastern edge of South Riding to the proposed intersection of the West Spine Road (just east of the existing Route 659) and south to Tall Cedars Parkway. Existing uses in Segment 2 consists of scattered industrial uses (including contractor service establishments), portions of the South Riding neighborhood including South Riding Plaza and Riding Plaza Office Condos, a variety of retail uses (including gas stations, childcare facilities, McDonald's, and the Crab Shack), and undeveloped parcels. Approximately 244 acres in the segment, or 42% of the total acreage, remain undeveloped at this time.

Several major rezoning and Special Exception applications have been approved, but remain unbuilt, within Segment 2 including:

- Portions of South Riding (ZMAP 1991-0005) – Approved on March 3, 1993 for 1.18 million square feet of office, 494,5000 square feet of retail, and 36,500 square feet of industrial uses; and
- Main Street Project (SPEX 2004-0002) – Approved on May 17, 2005 for 25,266 square feet of restaurant/retail uses, 22,900 square feet of office, and 13,345 square feet of car wash.

Active applications within this area which are being reviewed by the County include:

- Avonlea Plaza (ZMAP 2004-0025) - Proposing a small regional retail center (300,000 sf) on 33.25 acres;
- Reserve at South Riding 1 (ZMAP 2005-0007) - Proposing 49 SFA on 8.17 acres;
- Reserve at South Riding 2 (ZMAP 2005-0014) - Proposing 47 SFD/SFA on 17.95 acres;
- Roya Property (SPEX 2004-0016) - Proposing contractor service establishments; and
- Townes of Avonlea (ZMAP 2005-0021) - Proposing 117 SFA on 30.59 acres.

Segment 3

Segment 3 was defined as the portion of the corridor on the north side of Route 50 from Route 606 to Route 659 Relocated and extending northward toward Route 621, encompassing the Village of Arcola. This area has long been planned for Industrial uses and the majority of this area, with the exception of the existing Village, has not yet been developed. Several industrial uses, including contractor service establishments, are present adjacent to Route 50. The County-owned Slave Quarters site is also located within this segment.

Several major rezoning and Special Exception applications have been approved, but remain unbuilt, within Segment 3 including:

- Arcola Center (ZMAP 1998-0004) – Approved for 1 million square feet of PD-CC-RC uses, including 811,500 square feet of retail/hotel uses and 200,000 square feet of office uses, on May 9, 2000; and
- Hazout North (ZMAP 1997-0004) - Approved for 1.871 million square feet of PD-IP uses on July 15, 1998.

Active applications within this area which are being reviewed by the County include:

- Arcola Business Center (SPEX 2004-0025) – contractor service establishments;
- Arcola Center (ZMAP 2005-0035 and SPEX 2005-0045) - 3.27 million square feet of retail, office, industrial, and flex industrial uses on approximately 283 acres; and
- Dulles Landing (ZMAP 2004-0016) - 790,000 square feet retail center on approximately 80 acres.

Segment 4

Segment 4 consists of the area on the north side of Route 50 from Route 659 Relocated to Lenah Farm Lane and on the south side of Route 50 from the West Spine Road (just east of the existing Route 659) to Lenah Road. The north side remains largely undeveloped with a few scattered structures. The south side of the Segment is adjacent to the northern edge of the Stone Ridge neighborhood and includes Stone Ridge Village Center.

Several major rezoning and Special Exception applications have been approved, but remain unbuilt, within Segment 4 including:

- Portions of Stone Ridge (ZMAP 1994-0017 and ZMAP 2002-0013) – Approved on July 15, 2003 and December 6, 2005 for 3,265 dwelling units (including 853 single family detached, 1,252 townhouses, and 1,160 multifamily) and 1,825 square feet of non-

residential uses (including 316,378 square feet of retail, 269,800 square feet of office, 570,250 square feet of industrial, and 40,000 square feet of other); and

- Gum Spring Village Center (SPEX 2003-0003) – Approved for 56,000 square feet of retail uses on November 1, 2004 (partially within Segments 3 and 4).

Active applications within this area which are being reviewed by the County include:

- Arcola/George Mason University (ZMAP 2005-0045) – 3,121 dwelling units (including 500 single family detached, 505 townhouses, and 2,116 multifamily) and 1.825 million square feet of non-residential uses (including 230,000 square feet of retail, 95,000 square feet of office, and 1.5 million square feet of education and training uses) on approximately 565.4 acres;
- Westport (ZMAP 2005-0030) – 2,858 dwelling units (including 1,359 single family detached, 1,007 townhouses, and 184 multifamily) and 105,000 square feet of non-residential uses (including 80,000 square feet of sales and service, 20,000 square feet of office, and 5,000 square feet of pool, bath house, and recreation center) on approximately 734 acres.

Because the majority of Segment 4 is subject to CPAM 2005-0003 (Upper Broad Run and Upper Foley Transition Policy Subareas), the Route 50 Task Force recommended that on-going review and recommendation efforts in this segment be left to that plan amendment process.

Existing Planned Land Use and Zoning:

Segments 1, 2, 3, and the eastern portion of Segment 4 are located within the Suburban Policy Area, the portion of the County planned for suburban-scale residential and non-residential development. The western portion of Segment 4 is located within the Transition Policy Area, a distinct planning area which serves as a visual and spatial transition between the Suburban Policy Area to the east and the Rural Policy Area to the west (*see Attachment 3: Planned Land Use Map and 4: Current Zoning Map*).

Segment 1 is currently planned for Heavy Industrial, Industrial, Business and Residential uses. It is zoned MR-HI (Mineral Resources/Heavy Industry), CLI (Commercial/Light Industrial), PD-GI (Planned Development-General Industrial), CR1 (Countryside Residential-1), GB (General Business), R-8 (Single Family Residential), R-16 (Townhouse/Multifamily Residential), and PD-CC-SC (Planned Development – Commercial Center – Small Regional Center).

Segment 2 is currently planned for Corridor Retail and Business uses and zoned CLI (Commercial/Light Industrial) and PD-H4 (Planned Development Housing - 4). A very small portion of the segment is also zoned CR1 (Countryside Residential-1).

Segment 3 is currently planned for Industrial and Corridor Retail uses. It is zoned PD-CC-RC (Planned Development-Commercial Center-Regional Center), PD-IP (Planned Development – Industrial Park), PD-GI (Planned Development-General Industrial), CR1 (Countryside Residential-1), and CLI (Commercial/Light Industrial). Additionally, much of the Village of

Arcola is zoned RC (Rural Commercial) and a single parcel within the segment is zoned GB (General Business).

The eastern portion of Segment 4 is planned for Industrial uses (north of Route 50) and Business uses (south of Route 50). The western portion of the segment is within the Upper Broad Run subarea of the Transition Policy Area, and planned for Transitional uses. Segment 4 is largely zoned PD-GI (Planned Development-General Industrial) and TR1UBF - Transitional Residential - 1 (Upper Broad Run and Upper Foley). Portions of the segment are also zoned PD-CC-SC (Planned Development-Commercial Center-Small Regional Center), CLI (Commercial/Light Industrial), PD-OP (Planned Development – Office Park), PD-IP (Planned Development – Industrial Park), R-16 (Townhouse/Multifamily Residential), and R-24 (Multifamily Residential).

Existing and Planned Transportation Network:

Route 50 is one of three major east-west connections in Loudoun County, linking the southern portion of Loudoun County with points east in Fairfax County. It also serves as a gateway to destinations in the western part of the County, including the Route 15 area and western towns and villages. Route 50 is currently a four lane divided highway at the Fairfax County line and transitions into a two-lane roadway west of the intersection with Route 611, Fleetwood Road. Two major north–south collector roads intersect Route 50 within the four Segments: Loudoun County Parkway (Route 606) and Gum Springs Road (Route 659).

The Revised Countywide Transportation Plan calls for Route 50 to ultimately be a 6-lane limited access, divided highway (*see Attachment 5: CTP Roads*). Two major collector roads are planned parallel to Route 50 approximately half a mile to the north and south. The planned southern collector (Tall Cedars Parkway) has been partially constructed in the vicinity of the South Riding and Stone Ridge communities. The major roadways running north-south are planned to be Loudoun County Parkway/Tri-County Parkway (Route 607), Route 659 Relocated, and Route 606 Extended. Loudoun County Parkway is the County’s second most important north-south road after Route 28.

Existing Resources:

Watersheds

The segments are located in two different watersheds – the Broad Run watershed, which ultimately drains into the Potomac River, and the Bull Run watershed, one of the two principal sub-basins that form the Occoquan Watershed. The Occoquan Reservoir, located between Fairfax and Prince William Counties, is a major source of drinking water for more than a million people living in Northern Virginia (*see Attachment 6: Major and Sub-Watersheds Map*).

Environmental and Heritage Resources

Several stream valleys are present within the Segments, including tributaries of Broad Run and Elklick Run and their associated major and minor floodplain (*see Attachment 7: Green Infrastructure Map*). In addition, steep and moderately steep slopes are present within the segments, primarily within or adjacent to the stream valleys. Areas of significant forest cover remain on undeveloped parcels throughout the four segments.

Concentrations of diabase rock are present within the Route 50 corridor which are actively quarried within Segment 1 (the Chantilly Crushed Stone quarry) as well as in other parts of the County. Diabase rock is used for road and building construction (*see Attachment 8: Diabase Soils Map*).

The Upper Broad Run and Upper Foley subareas contain both known and potential heritage resources. The northern boundary of Segments 3 and 4 is Evergreen Mill Road (Route 621), portions of which were once part of the Old Carolina Road, perhaps the most well-used Colonial, north-south right of way through the County. Historians have also touted the Carolina Road as having originally functioned as a north-south migration route for Native Americans. Native Americans also followed the buffalo along what is now Route 50, which was also used in Colonial times to link Alexandria to Winchester.

The western portion of the Route 50 corridor is located within the Mosby Heritage Area, which was designated in 1995 to increase knowledge and appreciation of the area's rich historic and natural qualities. The Mosby Heritage Area encompasses all, or a portion, of the counties of Loudoun, Fauquier, Prince William, Warren, Clarke and Rappahannock in Virginia as well as a portion of Jefferson County, West Virginia.

There are approximately 68 surveyed historic structures and 35 identified archaeological sites within the four Segments (*see Attachment 9: Historic and Archaeological Resources Map*). No historic districts have been designated within the segments.

Airport Noise Contours

All the segments are affected by aircraft noise contours of the Washington Dulles International Airport, including the Ldn 65, Ldn 60, and Ldn 60 1-mile buffer noise contours (*see Attachment 10: Airport Noise Contours*). Residential dwellings are not permitted within the Ldn 65 noise contour. Residential dwellings are permitted within the Ldn 60 noise contour with full disclosure, acoustical treatments, and aviation easements and within the Ldn 60 1-mile noise buffer with full disclosure.

Water and Sewer

Public sewer and water services are currently available to a limited area within the segments. Water and sewer lines serve the existing South Riding and Stone Ridge communities as well as several smaller, adjacent neighborhoods. New development in the Route 50 corridor will depend upon and is expected to provide for the extension of these utilities.

Communication and Electrical Facilities

Two broadcast antenna/transmission towers are located within the four segments, with several additional towers located within two miles of the Route 50 corridor. Power lines running north – south are present in Segments 3 and 4.

Open Space Easements

One open space easement is present within Segment 1, part of the Savoy Woods Estates subdivision (*see Attachment 11: Open Space Easements*).

ATTACHMENTS

1. Segment/Working Group Participants
2. Task Force Segment Areas Map
3. Planned Land Use Map
4. Current Zoning Map
5. CTP Roads Map
6. Major and Sub-Watersheds Map
7. Green Infrastructure Map
8. Diabase Soils Map
9. Historic and Archaeological Resources Map
10. Airport Noise Contours Map
11. Open Space Easements Map

Attachment 1: Segment/Working Group Participants

Segment 1

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Catherine Dellinger
James Dellinger
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Bill DeWitt
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Note: Participants list provided by segment leaders/task force members, based on meeting attendance rosters for working group meetings.